TWO DINE

J. Arms

Capt. Baldwin, William eral non-aviating friends. rd Athlumney and Nowell er to-night at the Plaza?" al dinner I'm giving here toal aviation committee for

iviation dinners in

· Aero Club gave one

o the aviators of the

f the fliers attended.

el, one of the fliers.

terry's. Some of the

against not allowing

Count de Lesseus and ahame-White, Williard,

The dinner was

ending the meet on Sunday revel issued a statement setting us grounds for protest and incily announcing his intention of reg from the Aero Club.
statement, in the form of a letter
editor of THE SUN, is as follows:

I wish through your columns to protest from committee in refusing to allow Grahame-White, the Englishman, to fly a second time for the Statue of Liberty Their doing so is contrary to all traditions of sport and honor and as an American myself, familiar with the conditions of sport in Europe, I cannot allow an act of such startling unfairness to pass trhout protest

barred such fliers as Radley, the Englishman, and Aubrun, the Frenchman, from ompeting As a general result it will be freely said in Europe that the Liberty prize was juggled into an American's hands only be the plain truth, according to the conditions of the contest as understood by the aviators was myself told by Chairman McCoy

of the committee in the presence of a witness. until the end of the meeting, which, as he and every one else knew, was definitely intended to include Monday. He also gave me to understand that the same man could make more than one flight and that the best ne would win. This too was the general inderstanding of the aviators, and no denial of it by the committee can explain excuse their subsequent action.

The plain fact is that the committee eeing a chance of winning the prize for an American, went back upon their word and losing the contest and the official meet ing stopped two men, Messrs, de Lesseps and Grahame-White, from trying again, and the other fliers from even competing. My disgust at this betrayal is more almost than I can express. What the feelings of the Englishmen and the Frenchmen are. could they be induced to speak their minds, dare hardly imagine. Anyhow it is my atention to resign immediately from the

Aero Club of America, and hope all Ameri-can sportsmen will follow my example. will, of course, be understood that I write this letter with no personal bias either for or against Messrs. Moisant and Grahame-White

York Herald, Paris edition; the Daily Mail, European edition; the leading London tewspapers, and the Paris Figure. 1 am, yours truly. J. ARMSTRONG DREXES.

Grahame-White said that he under-stood the spirit of the dinner and agreed with Mr. Drexel. He said he had nothing against Moisant personally.

o as to allow certain particular aviators Compete and to shut out others:" Grahame-White spoke of an interview

their decision announced on Sunday night when they gave out that the record events were concluded. Grahamey Now since that is a matter does not have to be decided by me

is I did not expect that he intended to officially upon my answer in the-ulive, which was entirely offhand, he told me yesterday that my an-noment had affected their decision Phyraday to have the meet end on

thappened on Sunday after-at 3 o'clock I asked them how late one would be allowed to enter the Liberty light that day, so that I might atest any one would be allowed "Did you do your best against the Count?" he was asked.

Of course I did my best, but when I landed I knew perfectly well by just how much I had beaten him. I did not think flying again on Monday. aviators at Drevel's dinner ex-

the Aero Club banquet there was by at the start. There had been rual notice given of the Drexel so far as the committee in charge

resented at the meet and in ional balloon race and with roplanes and balloons. were laden with the two

nett aeroplane and balloon other trophies that have been American aviators and was intended that Graham id have the balloon trophy in Hawley and Post were if they were cheered, but they was not there, and some

of honor seemed to sit many knew it, but sitting at one of the the long ones. having forbidden him to lais. But hardly was the the hall entered Moisant I with applause and cheers, I with applause and cheers, escorted up to the big table the left of Pierre Gasnier, lative of the Aero Club of he had to bow his thanks.

plained that many of

### R AVIATORS **Duffy's** ES THE AERO Sparkling Apple Juice .L. RESIGN. nner at Sherry's ahame-White From as t nsportsmanlike mer at the Plaza.

A fruit juice for breakfast -a tempting appetizer. For sale everywhere. Write for recipes. American Fruit Product Co., Rochester, N. Y.

against not allowing then, just as he had finished speaking, a short man wearing a big white patch above his right eyebrow came in and was

recognized.

"Le Blanc! Le Blanc!" the shout was raised, and the Frenchman got as much of an ovation as Moisant had just reor an ovation as Mossant had just re-ceived. Soon in rapid order came Au-brun, Simon, Garros, Barrier, Audemars and some of their countrymen who had come over with the French aviators. The absence of the other airmen was not explained. To all questions as to the whereabouts of Grahame-White or the

er to-night at the Plaza?

vas asked when his guests
d
he replied, "because I and
guests were invited to it
al dinner I'm giving here toten as a protest against the
di aviation committee for
ment of the aviators during
despecially in relation to their
miding the meet on Sunday
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ment, in the form of a letter
of The Sun, is as follows:

whereabouts of Grahame-White or the
whereabouts of Grahame-White or the
others the answer was apt to be:

"Oh, I saw him a little while ago."

Arch Hoxsey, who said he had received
an invitation to the Drexel dinner only
that day, explained that the Wright
brothers were always in the habit of
flagging anything like a big dinner and
that they and Miss Wright were dining
with Aleck Ogilive at Delmonico's.

Brookins's absence was accounted for
by the fact of his being in a hospital.
Johnstone was reported as having been
seen at the Plaza early in the evening,
but this could not be confirmed. Glenn
Curtiss, who had been seen early in the
evening, had told a reporter that he and
his men would have to pack up right
away and leave for Baltimore, and that
this was rather fortunate, as they would
escate being ranked in either camp.
Finally when it to be:

"Oh, I saw him a little while ago."

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that day, explained that the Wright
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evening the meet of tment of the aviators during and especially in relation to their

escate being ranked in either camp.
Finally when it looked as if all the aviators had come that were going to the gathering settled down resignedly and the dinner proceeded without interruption dinner proceeded without interruption until coffee.

At the main table besides Mr. Belmont and the aviators and aeronauts named sat Cortlandt F. Bishop, president of the Aero Club of America; Col. Schaek of the Swiss balloon team, who was on Mr. Belmont's right, as it had been intended that Mr. Grahame-White should sit between the chairman and Mr. Bishop; Gen Nelson A. Miles. Capt. von Abercron and the other German balloonists in the recent contest, and Jacques Faure and his French compatriots of the balloon team; Walter Wellman, Brig.-Gen. James F. Allen, the Duc de Richelieu, Robert Adamson, secretary to the Mayor; W. T. Jerome and Allan A. Rvan. Most of the vacant chairs were filled by diners from other tables. Some of the other three hundred or so in the room were R. A. C. Smith, James A. Blair, Jr. Col. Samuel Reber, John Barry Ryan, Col. George Harvey, A. B. Lambert of St. Louis, Ralph Pulitzer and Colgate Hoyt. At the main table besides Mr. Belmont

Colgate Hoyt.

August Belmont in his speech called attention to the difficulty in getting a suitable place for the meet and mentioned that Belmont Park had to be setting a suitable place. lected because it was the only suitable place near New York whose transpor-tation facilities were found adequate and added that if there were any shortcomings they were largely due to the hurry with which preparations had had to

be made.

Mr. Bishop then took the gavel, and after some general remarks he eulogized Hawley and said that he had broken every balloon record. The crowd cheered Hawley and then called for Post, who had to go up and how as well as Hawley. Then the toastmaster presented the Bennett balloon trophy to Hawley and the gold medals of the Aero Club to both him and his companion in the now famous balloon trip.

his companion in the new famous balloon trip.

The chairman regretted the absence of the Wright brothers, whose work, he said, had made aviation possible, and then he referred to the Frenchman who had broken at the meet that had just closed all the world's records from one to ninetive kilometers, and, the crowd made Le Blanc get upon his feet and waved their hundkerchiefs at him, while the band played the Marseillaise. Then August Belmont in the name of the directors of the meet presented the Frenchman with a handsome cup of solid gold about a foot high. Somebody demanded three cheers for the plucky Frenchman, and they were given heartily.

"It is the committee I wish to complain against. he said. "If they are going to have rules, why don't they live up to them instead of changing them every hour to the accompaniment of applause; and to the accompaniment of applause; and then he touched on Moisant. This was he had had with Chairman McCoy on Wednesday night. He said that McCoy had told him yesterday that the Wednesday night interview had been of great weight in influencing the committee in their decision announced on Sunday in

"I had never been north of Paris." said "I had never been north of Paris. said the avisior, "and I was told that it would be impossible for me to steer to London by compass. It was only my fith flight in an aeroplane, so you can see how easy

After speeches by M. Gasnier and several of the balloonists, some in French several of the balloonists, some in French and some in German, precisely at 11 o'clock the rear doors opened and there entered the party from the Drexel dinner. No notice was taken of their entry officially for a few moments, and then Grahame-White, Latham and De Lesseps were es-corted to places at the table of honor.

Two or three other visitors spoke, and then the toastmaster introduced Grahame White, calling him the greatest of avi-ators. Grahame-White was heartily ap-plauded when he arose to speak. The ators. Grahame-White was heartily ap-plauded when he arose to speak. The other aviators were then called upon in

Drexel's statement did not reach the meeting until after he did, and when the young man found that it had arrived they oung man found that it had arrived there simultaneously he disappeared. J. C. McCoy, whom Drexel mentions, was not at the dinner, being, it was said, confined to his home by illness; but W. W. Miller made a statement reviewing the action of the committee which corresponds mainly with the statement posted

BROOKLYN RECTOR'S PLAINT. Tired of Playing the Part of the Strong Ass Crouching Between Burdens.

The resignation of the Rev. Dr. William Morrison as rector of All Saints Episbons Church in Seventh avenue, Brooklyn. after a service of nearly sixteen years went into effect on Sunday, but the vestry and congregation are unanimous in their desire to have Dr. Morrison remain and will soon make an appeal to Bishop Burgess for his cooperation in

The church has been struggling under a heavy debt since Dr. Morrison took a heavy debt since Dr. Morrison took charge. He made a statement yesterday in which he said: "I have played the part of Issachar until I am exhausted. The Bishop has not visited the parish and has not done anything toward lifting the big debt of \$40,000 which, when I assumed the rectorate, was \$52,000. I have succeeded in reducing the debt to \$50,000 by hard personal work and solleitations from For western New York, fair and warmer to day. work and solicitations from Besides \$1,200 was paid for improvements on the property last summer."
In a previous statement Dr. Morrison mentioned Mayor Gaynor as one of his Park packing their machines, and most generous friends.

# LAST DAY'S CHAT AND DOINGS THINGS OBSERVED AND TALKED

Aviation Fans Educated Quickly-Radley's Comment on Grahame-White's Spili-- Drexel's Winnings Go to Char-ity-- The Aviators Sent Down the Line.

OF AT THE MEET.

It doesn't take very long to get an American crowd educated to anything. After the Belmont fans have seen the graceful sweeps of the Antoinette and the speedy certainty of the Blériot the look of a heavy biplane doesn't inspire a great deal of respect. They smiled indulgently when a Farman buzzed around the track

yesterday, just as people used to do a few years ago when they caught sight of a hard tired, large wheeled safety bicycle. "What will send these machines into antiquity," asked some one yesterday; "wings that flap instead of the rigid ones?" And much pondering followed. And much pondering followed.

The aviators get a cheerful way of looking at possible disaster. Just after Grahame-White took his spill Radley

was watching them bringing back the crushed remains of the machine.

"What was there," he was asked. "to prevent Grahame-White's head from hitting the ground hard?"

"Nothing at all," remarked Radley: "absolutely nothing."

J. Armstrong Drexel isn't in quite the same position in regard to the prizes he is glad to get them just the same, and the reason is this, according to an explanation offered by a friend yesterday:
His mother has a certain charity in London in which she is greatly interested,
and the young aviator donates to this
everything that he makes in his school
in Englarid as well as whatever comes
to him in prizes.

In the intervals between flights there was a peanut seller at the park yesterday who caused more nervousness than a hair raising dip of the fliers.

"Get busy, folks; do something," he would say with an insistence that compeiled attention; "get busy! Stir around and do something! Buy some peanuts or some popeorn, but do something! Don't just stand there that way. Get busy!" He made a lot of sales, appar-ently just by shaming folks at their own

Simon and Grahame-White are the ones who like best to stir up a scare in front of the hangars. The uneven line between the sheds and the danger line of flags was straggled too far out yesterday when Simon first gave it a lesson. He aimed for the people, came head on until he was perhaps a hundred feet away and the circled over their heads about fifty feet up. And they had just recovered enough courage to venture out again when Grahame-White did the same thing and

then did it again and again.

"First I run one way and then I run the other and then I stand still and wait for the lighting to strike," said a man who had been dodging. "They ought to have traffic cops for the air around here."

ne seemed to realize that what the crowd likes best is to get a good look at the aviators whom they have seen brushing the clouds or burning past the stands. Their curiosity wasn't humored for a long time, but toward the end of the meet the committee began to realize that it was a good thing, and it was whispered that some of the fliers didn't think it was a bad idea themselves. Anyway an ima pad igea themserves. Anyway an important event wasn't complete until the winner had been carried up and down in an automobile while the band played his national air. A large percentage of the gate money was evidently paid for the privilege of hero worship.

The eyes of those who have been fol-

When the news came that Radley was negotiating with Wilbur Wright for an American machine, the patriotic were all puffed up. But yesterday it was learned that an American birdman, Hamilton, had bought a Bleriot. It's a 70 horse-power machine, and he expects to use it a good deal. The only saving

"Where's the haby?" inquired one of the fans as he craned his neck in vain search of the skies during the grand altitude contest when Johnstone in the Wright "Baby Roadster" and Drevel in his swift monoplane were fighting it out

somewhere up in the blue. "A big black man kidnapped her." his friend volunteered. "Who?" chorused the innocent bystanders. "Why, Johnstone. You've heard

And to square himself the joker had to scort every one within reach to the club-

"You'll notice one thing about the three accidents that occurred to-day," said one of the officials speaking unofficially. They all happened on the ground. In each case the trouble came in making a each case the trouble came in making to speak of, and the landing places were in just as good shape as they have been since the meet began. So it looked to me that the aviators themselves were to blame. Probably they did not take as much pains in landing as they would have if the wind had been blowing strong or if it had not been the last day of the meet."

The Weather eastern New York and northeastern Pennsy

light to fresh southwest; average humidity, is

For eastern New York, fair to day and to morry For New England, fair to day and to morrow except unsettled in Vermont to morrow; warmer

day; probably showers to morrow, and cooler by night; moderate southerly winds.



## Broadway and Sixty-first St. **WORLD'S RECORD ALTITUDE FLIGHT**

of New York

Continued from Second Page

than 150 feet from the ground is guilty of a violation of the airmen's code.

Moisant listened to the admonition handed to him, took his medicine and grinned. Then with his nearest competitor six laps behind him, he took the air again and went merrily around and around. That was the only time in the two hours that Moisant touched the ground. His competitors had harder luck. Both Simon and Latham had engine troubles. Time and again when the big Antoinette swung ground before the grand stand her engines could be heard hiccoughing dangerously and there would be a tremor at the wing tips at every skip. Three times Latham had to come down and tinker with his balky engines, and twice Simon had to call an aero doctor over from the hangars.

MOISANT COMES DOWN TOO HARD.

MOISANT COMES DOWN TOO HARD. Moisant finished at the closing bomb with fifty-six laps actually recorded for him even though he had been penalized three. He had done within three miles of the distance from City Hall, New York, to Philadelphia's aerial William Penn atop of her town half. of her town hall. When he came down Moisant came

When he came down Moisant came very nearly anticipating the trick that. Grahame-White performed later in the afternoon. He landed too hard back of the score board, bounced once or twice, then gave such a blow to the right wheel on his chassis in making the final bounce that the wheel crumpled up and part of the framework surrounding it was bent.

To Moisant went the first prize. Latham finished second, with 35 lans, and Simon finished second, with 35 laps, and Simon was third, with 27 laps. WATERBUGS IN A RACE.

Then came Johnstone in the Wright roadster on his long climb through the sun motes. Grahame-White obliged a fair one by toting her around the field a couple of times in his Farman, and it was announced that a "match race between the two Demoiselles" would take place. That match race was a marvel. place. That match race was a marvel. It was like two waterbugs skittering over a pond.
The two bounding terrors went once

The two bounding terrors went once around the track, Garros in his white contraption nearly taking the cap off Grahame-White, who was sitting in his big Blériot waiting for the starter's word in his special grand speed race with Mc-curdy. Then when the judges saw that, contrary to precedent, the Demoiselles were actually figuring on coming around again one of them grabbed a flag and ran madly on the course, shooing them off to the middle of the field as one would shoo his neighbor's plundering chickens. If that really was a match race the white his neighbor's plundering chickens. If that really was a match race the white wabbler ran away with it.

The eyes of those who have been following the planes closely for eight days began to give out yesterday.

"I can't see Ralph Johnstone," was heard frequently, "but I can see a lot of little white whirligigs up there all over the sky."

watblier ran away with it.
While the spectators were arching their necks trying to distinguish Johnstone among the sun streaks and each wondering if he hadn't better take a pill for those white spots that were swimming before his eyes Grahame-White's motor began to roar and five men held. his machine to the line until the judges gave the word for it to be off. It shot it, for fifty feet or so, then up on a long slant and into the course. When Mc-Curdy, who had got away first, was in the middle of his second lap the faster Blériot racer was over his head, and thence on to the end of the race McCurdy was lapped about every third time around. His machine seemed to be crawling through the air roads, so much faster went the French swallow which the Englishman [piloted. Grahame-White finished the ten laps of the race in the clapsed time of 14 minutes 34 2-5 seconds. Mctime of 14 minutes 34 2-5 seconds. Mc-Curdy had descended during his eighth lap when he saw the crowd about the fallen chine of his rival, but upon learning it Grahame-White was unburt he ascended and loafed through the remain-

ing two laps. \$3,000 MORE FOR GRAHAME-WHITE.

\$3,000 MORE FOR GRAHAME-WHITE.
Grahame-White added \$3,000 to his bank account by winning this race; \$1,000 was McCurdy's consolation.

A second race between winners of the second places in the elimination contests for monoplanes and biplanes was expected to bring out a stiff fight between M. Aubrun and Bud Mars, who had qualified respectively for the event. But Mars sulked in his hangar and Aubrun alone appeared. He went around the course uncontested and won the \$500 offered.

While folks lingered for Johnstone and Drexel, who had followed him into

While folks lingered for Johnstone and Drexel, who had followed him into the depths of the sky, to come down Grahame-White attempted to amuse them with his Farman machine. Hoxsey played an aerial game of tag with the last of the sunbeams and even Capt. Baldwin with his red well digger took a few turns around the track just to show that age cuts no figure in the qualifications of

make any local stops.

Wilbur stood on the sizielines with his homemade yardstick method of triangulation, and beside him was another man with a watch that clicked when Orville got a 27ay. They figured that 750 feet was alted away when he had been up 1 minute and 28 seconds. By the time he had been 2 minutes and 48 seconds the stick

owed 1,230 feet. Humph!" murmured Wilbur Wright. \*496 feet a minute. Pretty fair climbing. Considering that 300 feet a minute is generally looked upon as a very creditable. performance the inventor was probably well within the range of conservation PANCY TRICKS AROUND PYLONS.

But the brother aloft was not satis-fied with proving that the climber was agile when it came to finding the crags of the atmosphere. He wanted to investihere the racers have found most trouble in describing a V the little whizzer aimed That curve was taken as if it had been banked. The little machine locked as hanked. The little machine locked as if it was standing on one beam and as if Orville, had he dropped flat to the ground, would have struck his head and feet at the same time. But he was off down the straightaway before the watchers breath came back. It was the same story down at the other end, the fanciest kind of faring and the twistingest dies had flying and the twistingest dips that e park has seen.



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WESTERS TO ACCRET CHALLENGE

WEATHER TO ACCEPT CHALLENGE.

The Wright brothers yesterday forenoon announced that they were ready to
accept the challenge of M. Borel, manufacturer of Blérios monoplanes in Paris,
for a race letween the Wright "roadster,"
or quick altitude climber, which Johnstone hit the highest altitude spots with
later in the day, with the silver cup mentioned by M. Borel in his challenge as the
prize.

tioned by M. Borel in his challenge as the prize.

The challenge and its acceptance grew out of a statement by Wilbur Wright one day early in the meet that the little to horse-power biplane of the Wright camp could beet a 50 horse-power Beriot monoplane. As a matter of fact Brookins in the Wright roadster did run away from Grahame-White s 50 horse-power monoplane when the two happened to be coursing the short track one day.

"We accept you're challenge, M. Borel," Mr. Wright informed the Frenchman yesterday. "Le-day we have removed the racing wings from the roadster to substitute climbing wings so that Johnstone to the store may go up this afternoon. But when Johnstone comes down we shall place the racing wings on again and fly you."

M. Borel, however, thereupen an-

GRAHAME-WHITE'S CHALLENGE Nevertheless Grahame-White seemed to think there was still time left to issue a challenge of his own. Early yesterday he approached the Moisant hangar with

on Sunday and flew to victory around the Statue of Liberty.

"I'll wager the amount of the Statue White, 'that my 100 horse-power can beat your 50 horse-power, Mr. Moisant. As proof that I mean it I shall, if you

A most unsportsmanlike challenge on

a featherweight. Charley Hamilton thought. 'I would like to see Grahame-White and Moisant go against each other, each using their 50 horse-power Bleriots. I have so much more confidence in Moisant

WRIGHT OPINION OF MEET

stability of our biplane, which is the important matter in aviation, has been tested and not found wanting in terrific winds that could blow the biplanes backward but couldn't blow them down.

"As for Or's babies, the racing biplanes, my brother now is working on a racing engine. As soon as it is finished to his satisfaction it will be installed in a biplane smaller than any we have built. We made the fastest time on the short course made during the meet. When Orv's latest baby is all ready we'll send it along, we feel confident, in fastest time."

SOCIETY SPECTATORS FEW. Some Who Came Went Visiting Out

Hangar Row on the Field. The final day at the Belmont Park aviation meet was practically deserted

by society and only the regulars were

aviators, who stood about in groups and discussed the events of the big tournament. The gathering in the Wright bark has seen. The gathering in the Wright hangar took on the atmosphere of a Lebanon Hospital in a couple of hours.



readway, corner 31st St.
Near New
Pennsylvania Santon
readway, corner 36th St.
1095 B'way, near 23d St.
Broadway, cor. Canal St.
Broadway, cor. Fulton St.
27B way, near DasneSt.
128 Broadway, cor. Fulton St.
27B way, near DasneSt.

had been managed the inventor thought that it was time to go home. When he got back to the Wright tenus some one asked him why he had taken this unannounced flight.

"Why, we weren't quite sure of this little machine," soid he, "and I wanted to try it out before I gave it over to one of the boys."

nounced that even to-day would be too late to accept the challenge. His aviators, were getting ready to leave the track, he said, and he called the race off.

the proposition to race his 100 horse-power Bleriot against the 50 horse-power Bleriot which Moisant got from Le Blanc

As proof that I mean it I shall, if you wish, leave the prize money I have won at the meet in the hands of the committee to cover the wager from my side."

Moisant laughed at the challenge. The laugh spread along hangar alley when the other aviators learned that Grahame-White offered Moisant no handicap but wished to race the American's machine with one twice as powerful on equal terms.

the part of M. White," was the comment of Count de Lesseps.
"It's like Jack Johnson challenging a featherweight." Charley Hamilton

I have so much more confidence in Moisant as a flier that I am ready at this moment to put up \$5.000 on Moisant."

Hamilton, by the way, bought a monoplane for his own use yesterday. It is a Lovelace-Thompson machine of the Bériot type and was finished only a few days ago at the Lovelace-Thompson aeroplane factory up at Fort George. Hamilton said vesterday that he all install his own engine in the Blériot. He never has flown a monoplane, but he says that as soon as his own engine is in place he is going to jump aboard and bang skyward.

WRIGHT OPINION OF MEET.

"The entire meet," said Wilbur Wright last night, when all flying had come to an end, "has gone far to show that the monoplane is not the be all and end all, as many seem to think. We lost the

there at the finish. Few of the boxes had occupants and there was a light sprinkling of the fashionable set on the lawn in front of the grand stand. Most of the spectators strolled over to aviators' row, where some of the machines were being discembled for the Baltimore There was more sociability among the

aviators, who stood about in groups and

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### Broadway & Nineteenth Street

case of a room 12 feet wide.

reception and at one time about every

Misses Tillie and Louise Moisant sat in front of the hangar of their broth of J. B. Moisant, winner of the life broth of airman on the field was inside J. B. Moisant, winner of the \$10,000 cross-country prize, where they were the sub-ject of much admiration on account of

ject of much admiration on account of the victory. Both young women we swelled with pride and said it was only what they had expected.

Mr. and Mrs. Anthony Drexel, Jr., (Marjorie Gould), spont the morning at the hangar of J. Armstrong Dexel, Gen. Nelson A. Miles and Colgate Heyt took in the long row of hangars. Will S. Carleton, the poet, was out to see Capt. Thomas S. Baldwin and succeed d in extracting a promise of a ride. He says his next verses will be dedicated to Aviator Baldwin.

Other visitors included Mrs. Cortlandt

Field Bishop, Mrs. Allan A. Rvao, Mrs. F. S. Battershall, Mr. and Mrs. Clifford Brokaw, A. Holland Forbes and Mr. and Mrs. Brandt Walker. Other visitors included Mrs. Cortlandt

GRAHAME-WHITE SUED.

Attachment Placed on One of Itts Wachines on Saturday for \$200 Debt. It was learned yesterday that one of

to collect the bill, but the defendant refuses to settle.

Hoerner & Miller, counsel for the Marceau Company, said yesterday that after the deputy sheriff got on the job on Saturday afternoon and had attached one of the Grahame-White machines that his attorneys, Hornblower, Miller & Potter, called up and said that unless the attachment was removed until the Belmont meet was over that a suit for \$10,000 damages would be instituted, because it was possible that Grahame-White might want to use. be instituted, because it was possible that Grahame-White might want to use the machine attached in one of the prize flights and if the aviator was unable to fly because of the attachment the Marceau Company would be held liable. The attorneys for the Marceau Company said they would stand pat. Grahame-White's attorneys filed a bond

of \$200 yesterday in the Supreme Court, and Justice McCall signed an order vacating the attachment. Then the deputy sheriff who was posted in the Grakame. White hangar to watch the attached ma

Falls Three Stories and Is Unhurt, Bertha Kallish, the sixteen months old daughter of Mrs. Cecelia Kallish of 811 drich tariff which Dolliver and East 152d street, fell from the third story other Republicans voted against

Vice-Chancellor Garrison made an order in Jersey City yesterday directing Robert Markmann, a barber on the Hamburg-American liner Moltke, to pay his wife \$8 a week alimony pending the trial of her suit for separate maintenance. Mrs. Markmann said that her husband picks up 3250 on each round trip acress the

POLITICAL.

# **Remarks About** The George-Bennet Contest.

No. 2. Getting really entertaining that fight for a seat in Congress up in the big Seventeenth District, where the three aeroplanes in Claude Grahame- Henry George, Jr., is the candidate

> exposing the fraud and folly of the kind of "Protection" reached by the Payne-Aldrich route. Keeps asking rude, embarrassing questions about the cost of living.

> net's pro-Cannon, high-tariff, standpat, Congressional career. And finally (O joy!) Mr. Bennet is moved to answer. This was at

> > "Yes," he says (stenographer's report). "the cost of living has increased, but you know the averincreased, but you know the average family consumes twice as much as it did in 1870. We are living higher, and wearing better clothes. Our desires have increased, and that has caused this high class living that has caused the high cost of living. It is high class living that has caused the high cost of living.

And more such. Wouldn't it pain you? And, O ye voters of the Seventeenth, whose high living is the cause of all the trouble, please

But George comes back, and quotes Dolliver, the brave and true Republican, who said in the Senate: "High prices are made possi-ble by monopoly secured against outside interference."

Made secure by the Payne-Al-

and which Bennet voted for. (Trese remarks will be

continued to-morrow.)

as many seem to think. We lost the speed cup. I think, the moment our roadster, as it is usually called, went out of commission with Brookins aboard up at the 4,000 foot level early in the meet. That accident prevented Brookins from getting enough practice with our small type of machine before entering the big race for the international cup.

"His accident as he was starting out on the international speed race was largely due to a lack of familiarity with these new little machines of ours-Orville's babies. I call them. But as it was, our biplanes proved their superiority over the monoplane by staying up longes. White's hangar at Belmont Park was against Wm. S. Bennet. the Plaza to look in on the Aero Club sanguet when they were quite through at their meal at Sherry's.

Officials of the tournament who would discuss the Drexel statement said that the young man had been misled, and some were inclined to blame an older man who was present at his dinner who bad the Aero Club banquet there was attached on Saturday afternoon by a He keeps at it, George does, in ORVILLE WRIGHT DOES STUNTS.

Before more than a sprinkling of the afternoon crowd had arrived Orville Queens county deputy sheriff on a writ issued by Supreme Court Justice McCall Nov. 1.-High pressure and fair weather pre afternoon crowd had arrived Orville Wright decided to take out the little climber which Johnstone used to see how it worked after a few alterations that had been made. The vice-chancellor of the Dayton fly school certainly found out. He left the ground with a long jump that sent him bouncing into the air and then he begin to pay its through the air at valled over all the country yesterday. The barom-eter did not register held thirty inches any-where and no storm formation was visible. in a suit brought against Grahame-White declined to be classed as a professional aviator. Harmon was sought for to make a statement in regard to this, but he was by the Marceau Company for photographs. The suit is to recover \$200 for photo-The principal ridge of high pressure, with which graphs delivered to Grahame-White while long in evidence after Dresel had dishe was flying in Boston in September. rrainment was concerned, em said that all the aviators over the monoplane by staying up longes, going highest and far excelling everything else at the meet in control. The stability of our biplane, which is the and about other things in Mr. Ben-Some said that Drexel's action made the Some of them showed him in flight and night o'clock was the hour this dinner, but it was nearly 9 he began to paw up through the air at every revolution of the propellers. He seemed to be in an elevator that didn't some said that preven a action made the committee regret that he had been selected as one of the American representatives in the Gordon Bennett race, while the disposition of the majority blamed his dinner and his statement upon bad counsel, and said his course would react severely upon him. others were pictures of the checks he re-States and lower lake regions. Higher tem-peratures prevailed on the south Atlantic coast and from Texas northeast to the southern lake ceived in Boston as prize money. The plaintiffs say they have used every means the crowd started into ill which had been deco-ofusion of flags of all the to collect the bill, but the defendant an Amsterdam Ave. meeting: